

Portsmouth 29640

US Route 1 Improvements

Public Advisory Committee Meeting

July 11, 2019



Agenda

- Welcome and Introductions
- Role of Public Advisory Committee (PAC)
- PAC Feedback
- Project Background and Existing Data
- Purpose and Need
- Project Scope and Process
- Key Considerations
- Next Steps and Schedule

Welcome and Introductions

- Jennifer Rezcek, PE – NHDOT Project Manager
- Stephanie Micucci, PE – NHDOT Project Engineer
- Rick Faul, PE – NHDOT Project Engineer
- David McNamara, PE – Consultant Project Manager
- Tracey Tufts, PE – Consultant Project Engineer

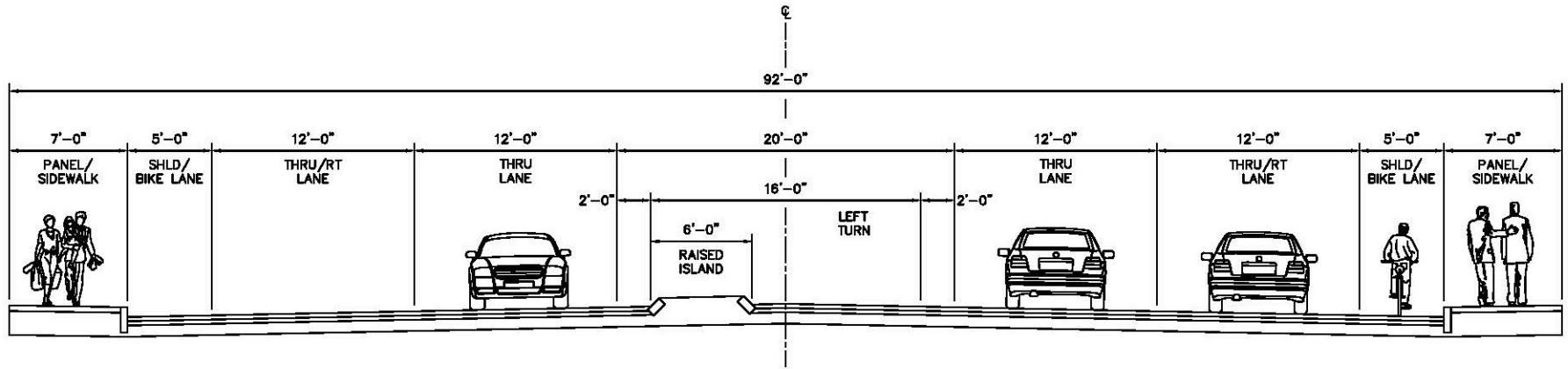
PAC Role

- Share local knowledge
 - Existing Conditions
 - Concerns
 - Future Planning
- Communicate with community groups and neighbors about the project
- Provide guidance and feedback to the project team

Project Background

- 1984 US Route 1 Policy
 - Two through lanes each direction
 - Medians and left turn lanes at key intersections
- 1989 Kimball-Chase Feasibility Study
 - Same as 1984 Policy
- 2011 US Route 1 Corridor Plan
 - 5 lane cross section with medians, bike shoulders and sidewalks

Project Background



2011 Study Typical Section



Existing Corridor Data

- Average Daily Traffic – 20,000 vehicles per day (2019)
- Posted Speed Limit – 35 mph
- 5 Signalized intersections/major drives
- 4 Unsignalized intersections/minor drives
- 3.41/Million VMT Crash rate (2.29 Statewide average)

Existing Corridor Data

- Roadway
 - 11' +/- lanes
 - 2' to 14' shoulders
- 2,000 +/- LF of sidewalk
- 5 Transit Stops (Wilson - Shelter)
- 70 +/- Abutting parcels



Discussion



Project Purpose and Need

– Purpose

- Improve safety and capacity
- Create pedestrian and bicycle facilities
- Provide transit opportunities

– Need

- Congestion
- Higher than average crash rate
- Difficult turning movements
- Limited to no bicycle and pedestrian facilities

Project Scope

- US Route 1 Improvements between Ocean and Wilson Roads
- Can be shaped by public input
- May be limited due to funding constraints (\$4.9 million for construction in TYP)

Design Process

- Data Collection & Evaluation
 - Initial Public Input
 - PAC Involvement
 - Public Information Meeting (PIM) (7/25/19)
- Alternatives Analysis and Design
 - Second round of Public Involvement
- Evaluate impact/effect on resources
- Identify and Select Preferred Alternative
 - Third round of Public Involvement

Design Process

- Conduct Public Hearing
- NEPA Evaluation and Documentation
 - Summarize effects of Preferred Alternative
- Final Design
- Environmental Permitting
- Right-of-Way Acquisition

Key Considerations

- Access Management
 - Many parcels connected
- Drainage
 - MS4 Community
- Maintenance Requirements



Key Considerations

- Potential Impacts
 - Right-of-Way
 - 66' Wide (Additional easements at select parcels)
 - Utilities
 - Aerial
 - Underground
 - Public and Private
 - Contaminated Soils/Groundwater



Key Considerations

- Potential Impacts
 - Natural Resources
 - Wetlands
 - Water Quality
 - Cultural Resources
 - Historic Features
 - Buildings
 - Neighborhoods
 - Cemeteries
 - Air and Noise



Key Considerations

- City Coordination
 - Planned Development
 - Multi-use Path
 - Gateway Corridor
 - Longmeadow Road Connection



Discussion



Next Steps

- Public Informational Meeting – July 25, 2019
- Continue Data Gathering
- Summarize input from PAC and PIM
- Begin Conceptual Design Development

Schedule

- Develop Alternatives – Through Summer 2020
- Environmental Evaluation – Winter 2021
- Public Hearing – Spring/Summer 2021
- Finalize NEPA – Summer 2021
- Final Design - 2022 to 2024
- Construction – Beginning in 2025

Contact Information

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